

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

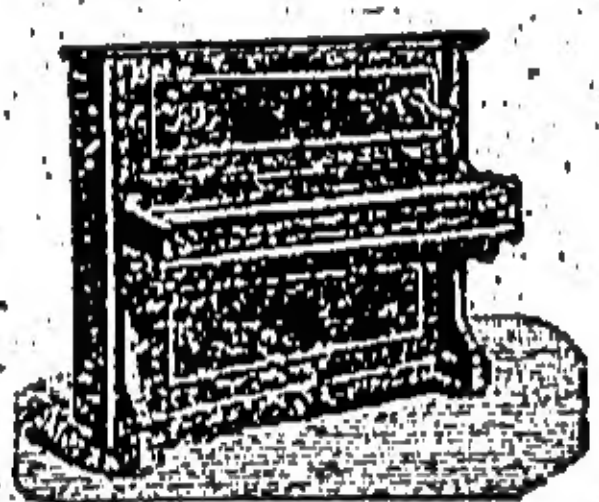
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.Stick to this advice and you'll
never know you have a liver.WATKINS,
LIMITED.Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901. [714c]

THE
ROBINSON
PIANO CO., LIMITED.BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM.

Hongkong, 19th August, 1901. [571c]

COTTAM & Co.

NOW offering Special Sample Consignment
of the Celebrated

K BOOT.

ENGLISH MAKE.

Hongkong, 26th August, 1901. [671c]

KELLY & WALSH, LD.

SOLE AGENTS IN THE FAR EAST FOR
THE YOST TYPEWRITER.

Price \$225.

SWAN FOUNTAIN PENS,

In 3 Sizes.

Prices \$6.00, \$8.00 and \$12.00.

SLAZENGERS FAMOUS
E. G. M. TENNIS RACQUETS.

Price \$16.00.

AYRES CHAMPIONSHIP
TENNIS BALLS.

Price \$9.50 per doz.

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:

IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils; Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2ND.

SALE! SALE!! SALE!!!

OF

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,
Remnants, Toys, Dolls, Gentlemen's Hats,
Half Hose and Gloves.R. G. HECKFORD,
Manager.

OLD MATURED

JOHN WALKER WHISKEY,

FROM THE FAMOUS

KILMARNOCK DISTILLERY

THE FAVOURITE WHISKY IN THE OLD COUNTRY.

ASK FOR IT!

Hongkong, 22nd July, 1901. [775c]

Today's
Advertisements.IN THE MATTER OF ORDINANCE No. 2 OF
1892.

AND

IN THE MATTER OF THE PETITION OF

MARCONI'S WIRELESS TELE-

GRAPH COMPANY, LIMITED, OF 18,

FINCH LANE, IN THE CITY OF LONDON,

ENGLAND, FOR LETTERS, PATENT

FOR THE EXCLUSIVE USE WITHIN THE

COLONY OF HONGKONG; OF AN INVEN-

TION FOR "IMPROVEMENTS IN APPARAT-

US FOR WIRELESS TELEGRAPHY."

NOTICE is hereby given that the PETI-

TION, SPECIFICATION, and DE-

CLARATION required by the above-cited

Ordinance have been duly filed in the Office of

the Colonial Secretary of Hongkong and that

it is the intention of the said COMPANY,

by DENNIS & BOWLEY, their Solicitors

to apply at the Sitting of the Executive

Council, hereinafter mentioned for the exclu-

sive use within the said Colony of Hong-

kong of the above named invention. And

Notice is hereby also given that a Sitting

of the Executive Council, before whom the

Matter of the said Petition will come for decision

will be held in the Council Chamber, at the

GOVERNMENT OFFICES, VICTORIA, HONGKONG,

on TUESDAY, the 17th day of SEPTEMBER,

1901, at 11 A.M.

Dated this 31st day of August, 1901.

DENNIS & BOWLEY,
Solicitors for the Applicant.

[945c]

NOTICE.

I BEG to give Public Notice that I decline

to be any longer RESPONSIBLE for any

DEBTS incurred by my WIFE or my CHILD-

REN.

JOHN CARROLL,
Hongkong, 31st August, 1901. [942c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HALOONG,"

Captain Bathurst, will be despatched for the

above Port, on MONDAY, the 2nd September,

at Noon.

For Freight or Passage, apply to

DOUGLAS LARRAK & Co.,
General Managers.

Hongkong, 31st August, 1901. [943c]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND

YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN,"

of the NORDEUTSCHER LLOYD.

Capt. E. Prehn, due here with the outward

German Mail about TUESDAY, the 3rd Sep-

tember, will leave for the above Places about

24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 31st August, 1901. [32c]

THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"

Capt. J. E. McArthur, will be despatched, as

above on WEDNESDAY, the 4th September,

at 5 P.M.

The Attention of Passengers is directed to

the Excellent Accommodation provided by this

Steamer. She is fitted throughout with the

Electric Light and is supplied with a Refrig-

erating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 31st August, 1901. [946c]

Today's
Advertisements.DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR TIANFOO.

THE Company's Steamship

"THALES,"

Capt. Robson, will be despatched for the

above Port, TO-MORROW, the 1st Septem-

ber, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARRAK & Co.,
General Managers.

Hongkong, 31st August, 1901. [944c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

Per Case 1 dozen.

A.—SUPERIOR PALE DRY.

Dinner wine, Green Seal Cap.

sule \$10.80

C.—MANZANILLA, PALE

NATURAL SHERRY, White

Capsule 12.00

U.C.—SUPERIOR OLD PALE

DRY, NATURAL SHERRY, Red

Seal Capsule 12.00

D.—VERY SUPERIOR OLD

PALE DRY, choice old wine,

White Seal Capsule 14.40

E.—EXTRA SUPERIOR OLD

PALE DRY, very finest quality,

Black Seal Capsule (Old

Bottled) 20.40

In addition to wines of our own

bottling, the following brands, bot-

tled in Europe, have been specially

selected, and procured from the cele-

brated firm of Messrs. GEO. G.

SANDEMAN, SONS & Co., of Lon-

don and Oporto, for whom we have

been appointed Sole Agents.

Per Case 1 dozen.

LIGHT DRY \$17.00

SOLEIRA 25.00

VERY PALE DRY 25.00

FULL GOLDEN 30.00

PALE DRY NUTTY 32.00

FINE OLD BROWN 42.00

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 31, 1901.

NOTES AND COMMENTS.

Jerry Building.

The enquiry into the Cochrane Street

collapse has, as will have been noted, by all

who followed the evidence of Messrs. TOOKER

and CRISP as given before Mr. HAZELAND

yesterday, proved beyond a doubt that this

great catastrophe, whereby no less than

forty-three persons lost their lives, was due

solely to Jerry building. As a matter of fact

the party wall between Nos. 32 and 34 was

no wall at all in the true sense of the term,

but simply a brick trough filled in with

broken odds and ends of material. That is

to say, there was nothing to bind the wall

together and it might well be regarded as a

wall of one brick in thickness for all the

strength it had. Doubtless the contractor

or builder who constructed this death trap

made a good profit out of it, but at the cost

of murder, for it cannot be regarded as any-

thing else.

Another point which was made very clear

and was well worth dwelling upon, was the

total absence of any qualified supervision in

the addition of the new storey to the build-

ings. The plan, we are told, was obtained

from a European architect, Mr. HAZELAND,

and with the making of the plan his interest

and responsibility ceased. From an in-

spection of the party wall before the removal

of the roof he would not have been able to

tell that the wall was a mere shell, and

indeed we have his word for it that his

assistant reported it to be seemingly in good

condition. To all intents and purposes it

was, for not even an architect can see

through a brick. But had Mr. HAZELAND

been employed to supervise the addition of

the new storey, we are told that he would

have been able to see the faulty construction

of the wall to soon as the roof had been

taken off. He would have called attention

to the matter and the wall having been re-

built, the collapse and appalling loss of life

occasioned by it would never have taken

place.

Another point which strikes one is how

did it come about that the faulty construction

of the party wall was not discovered by the

Inspector of Buildings when the roofs of the

houses were removed to permit of the addi-

tional storey being built? There is nothing

in the evidence of either Mr. TOOKER or Mr.

CRISP to show that any Public Works official

visited the building while the new storey was

being added, or when preparations were being

made for doing so. We all know how hor-

ribly undermanned the Public Works De-

partment is, and doubtless some explanation

of this point will be forthcoming; an

inspection may have been made. Still, we

think that this is a point which should have

been made clear in the enquiry. Why, we

would ask, is an Inspector of Buildings

employed if buildings are not inspected? If

it was not the duty of the Public Works

to exercise some degree of supervision over

this case, then we do not see the good of

employing a Building Inspector at all.

The whole fact of the matter is, we think,

there is too little supervision exercised over

building operations in Hongkong. It is not

as we have before pointed out, the fault of

the Inspector of Buildings, for no one man

can do the work which he would be obliged

to carry out were his office more than an

empty name. We must either have a proper

Government staff of Building Inspectors, or

we must make some law by which no build-

ing can be erected except under properly

qualified supervision. The ordinary Chinese

building contractor is not a qualified man.

He can build a wall or put on a roof, but

he knows nothing about strains and so on,

and thus he cannot be expected to look

after the work properly. Besides, the more

hollow walls he can build and the less time

he puts in his mortar the more profit he

makes, and so he wants looking after. Can

we not have the Building Ordinance amend-

ed so that the employment of a qualified

architect to supervise the erection of all but

minor buildings is imperative? Then the

architect would be in some measure respon-

sible if a collapse from jerry building occur-

ed, and the result would be that the erection

of these death traps would cease.

REUTER'S TELEGRAMS.

PRINCE CHUN'S MISSION

TO GERMANY.

LONDON, August 29th.

Prince Chun's delay is inconvenienting

the Kaiser, who is unable to go to Kiel.

The Kaiser may possibly be compelled to

modify his demands.

GENERAL CASELEE AT

VANCOUVER.

General Caselee has arrived at Vancouver.

NAVAL RATINGS.

The Committee on Naval Ratings has re-

commended modifications entailing an ad-

ditional outlay of \$187,000.

PRINCE CHUN'S MISSION

TO GERMANY.

Prince Chun has recovered but shows no

signs of proceeding to Berlin; he has sent

several long despatches to Singanfu. The

retiring Chinese Ambassador has arrived at

Balei; he left Berlin suddenly, quite un-

ceremoniously, without bidding farewell to

the Emperor.

WEATHER REPORT.

The Observatory report says:

On the 31st at 11.55 a.m. barometric changes

are slight. Pressure remains high over China

and a shallow area of low pressure seems to

extend between Formosa and Japan. Gradi-

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	DESTINATIONS	SAILING DATES
KAGA MARU J. W. Ekeford	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.
BINGO MARU F. Davies	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 6th Sept., at Daylight
KAGOSHIMA MARU K. Kor	MOJI, KOBE and YOKOHAMA	TUESDAY, 10th Sept., at Noon
RIJUN MARU O. Ohno	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 16th Sept., at 4 P.M.
MIKE MARU M. Yagi	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 13th Sept., at Noon
AWA MARU N. Tren	KOBE and YOKOHAMA	FRIDAY, 13th Sept., at Daylight
TAMBA MARU J. W. Wale	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 20th Sept., at Daylight
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 20th Sept., at Noon
ROSETTA MARU N. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept., at 4 P.M.
INADA MARU W. Bainbridge	KOBE and YOKOHAMA	FRIDAY, 27th September, at Daylight

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 30th August, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 17th Sept., at Noon
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 12th Oct., at Noon
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 5th Nov., at Noon

THE Twin Screw Steamship

"AMERICAN MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hankow, 26th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior Points of U.S.A. to the

ORIENT.

For further Particulars apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK, to the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATHOUSE & Co., General Western Agents, SEATTLE, or to

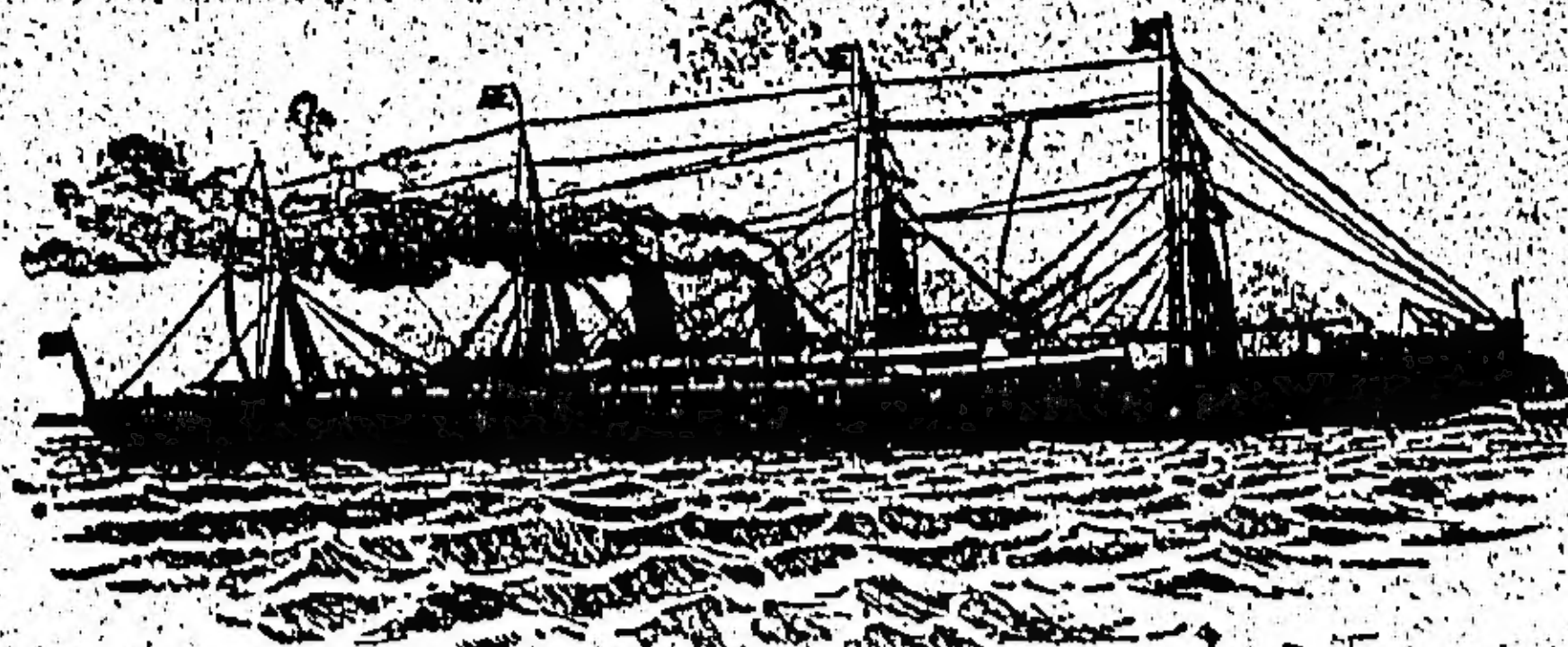
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 30th July, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"JABALI"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIO"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.

THE O. O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 10th September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

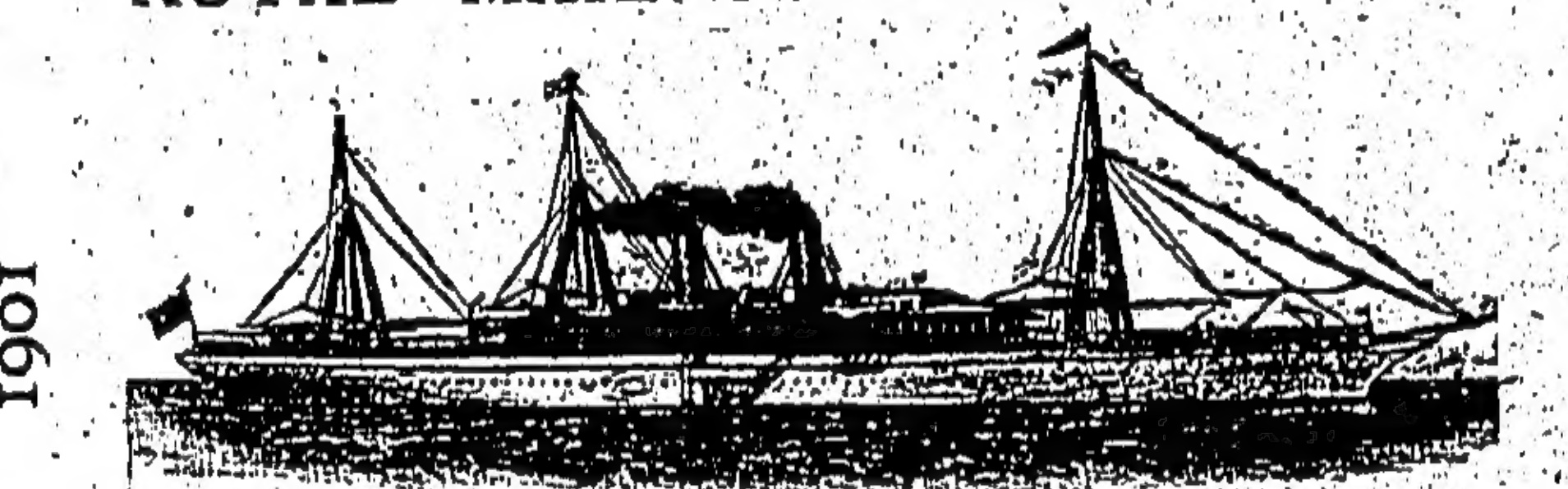
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 31st August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN—Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA—Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA—Comdr. O. B. Marshall, R.N.R.	WEDNESDAY, 26th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE! Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Piddar's Street.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHT-DAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
SIBIRIA Porellis	HAYRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	4th Sept.	Freight and Passengers
ARAGONIA Ehren	VIA SUEZ CANAL	7th Sept.	Freight
ANDALUSIA Ehren	HAYRE and HAMBURG (Calling at SINGAPORE and PENANG)	21st Sept.	Freight
ARABIA Sachs	HAYRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	5th October	Freight
KOENIGSBERG Christiansen	HAYRE and HAMBURG (Calling at SINGAPORE and PENANG)	19th Oct.	Freight and Passengers
BAMBERG Jacobs	HAYRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	2nd Nov.	Freight

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 5, Queen's Building.

Hongkong, 30th August, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG and SHANGHAI	"KIUKIANG"	3rd September
NIENHSIN	"NANCHANG"	2nd September
NIENHSIN	"FOOCHOW"	3rd September
NAGASAKI, KOBE and MOJI	"TIENTSIN"	3rd September

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th August, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PYRRHUS"	5th September
	"ULYSSES"	12th September
	"AGAMEMNON"	19th September

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"STENTOR"	3rd September
	"IDOMENEUS"	17th September
	"AJAX"	1st October
LIVERPOOL (DIRECT)	"ORESTES"	about 15th September

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 28th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 1st September.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 31st August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above on TUESDAY, the 3rd September, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 28th August, 1901.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA,"

Captain above Port, on or about the 10th September.

To be followed by the "ANAPA," about 15th October, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 28th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 11th Sept., at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th August, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City..... about Sept. 15

Strathgyle..... about Oct. 15

THE Steamship

"CARLISLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE, until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hankow, 15th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"CHINA,"

Captain Leva, will be despatched as above on TUESDAY, the 17th September, at Noon.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 28th August, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENVIEW,"

Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to MCGREGOR, BROS. & CO.,
Agents.

Hongkong, 28th August, 1901.

FOR SHANGHAI, CHEFOO, VLADIVOSTOK, ALSO PORT ARTHUR.

(If sufficient inducement offered.)

THE Steamship

"PROTECTOR,"

will be despatched for the above Ports, on TUESDAY, the 3rd September, at 3 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 28th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 4th Sept.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd August, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on THURSDAY, the 5th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stevedore and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th August, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

1 Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Operating the New First-class Steamships

"INDRAVELLI," "INDRAPURA,"

and

"KNIGHT COMPANION" between

HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI,"

JAPANESE TROOPS IN NORTH CHINA.

Mr. George Lynch, in a criticism of the Allied Troops taking part in the campaign in North China, writes as follows concerning the Japanese, which is of special interest, when taken in connection with the unwilling admiration expressed by the *Asahi*, as reported in a recent telegraph—

"The Japanese infantry were a surprise and a revelation to most of the Allies. Notwithstanding the enormous trouble they have taken with their cavalry, it is immensely inferior to every other arm of their service. This is not to be wondered at when we reflect how little the Japanese are accustomed to horse-riding at home, and what small opportunities they have of acquiring that knowledge of the management of horses which comes instinctively to English, French, or to the Irish farmer's son, or field labourer. The lack of efficient cavalry is with the Japanese largely compensated for by the extreme mobility of the infantry. They appear to do everything at the double. All their soldiers seem to be perpetually kept in the best of hard training. If they have not horses at home, they have plenty of rickshaws, men, who consider thirty to thirty-five miles of running not an excessive day's work."

"Often watching the Japanese manoeuvring in the field, it occurred to me that if the men of her entire army had not served, an apprenticeship through the shafts of the ricksha, they must at least have passed through some training equally severe. On the expedition to Peking they carried with them a number of light calibre guns, which they pulled into action and kept right in the firing line. In every detail of their camp equipment, food supply, and field hospital corps, there was a neatness of packing and arrangement which apparently resulted in their carrying all their requirements in about a third less space than any of the others. The simple fare of the Japanese soldiers was ideal for campaigning. Broadly speaking, it consists of rice, with what might be called a flavoured of string-tasting, dried fish, and a mysterious brown condiment suggestive of curry. As they have modelled their fleet on our own, so they have drawn from the French and German armies a selection of their uniform and equipment. The colour of their uniform at home is dark blue. But during the expedition to Peking their uniform was white, which would have been more conspicuous in operations against any other force than the Chinese. This is now to be abandoned, and is to be replaced by something in the nature of khaki, and their heavy round German caps by straw hats or helmets, which will give more protection against the sun, although not looking so smart."

"Although the officers of all the Allies were immensely struck by the discipline and equipment of the Japanese, close observers were still more attracted by the underlying soldier spirit which animates them. An inherent spirit of soldiering seems to possess every Japanese as a natural heritage. They seem to love fighting for fighting's sake. They appear to enjoy the whole thing as schoolboys do their games. They take their killing much more kindly than the others, and appear to be much more familiar with the idea that it is part of the game. Indeed, there is a zest, and a verve, and go about them when in action that I have never seen in any other troops. There were numerous gallant instances in the siege of Tientsin of their utter disregard of death. And outside the gates of Peking it looked to me that ten men who were killed in their attempts to blow it up, might apparently have been indefinitely multiplied at the command of their officers without any danger of faltering. When at ten o'clock at night they advanced to take the gate by assault which they had failed to force in the morning, it was immensely attractive to observe the gaiety, the hilarity, with which they charged forward to the attack. All movements such as this they accompany with singing."

"At night, in the camps on the way up, what I had mistaken for some Buddhist evening prayer, when the soldiers tramped round like a human prayer-wheel, was, I subsequently discovered, the chanting of a war-song which had been composed by General Fukushima himself."

"The interesting thing to observe will be to see how the Japanese behave when they are getting the worst of it, how they will conduct themselves when they are outnumbered, or when under the strain of a losing fight, from a sporting standpoint, I'll be inclined to lay six to four on a Japanese against a Russian regiment."

"The inspiring, ingrained fighting spirit of the Japanese is identical with that of the Irish regiments, who are probably the best fighting men in the world."

THE SNAKES' PARADISE.

W. A. Fraser, in the Canadian Magazine.

The Borongoro Islands lie about half-way between Calcutta and Rangoon. When the snakes die they go to the Borongoros. That is their paradise; there they hold high carnival. I spent three years among them, and know of these things. From the giant python down to the deadly kamit they are all there, all the ophidians. Even the salt-water snakes, that are all poisonous—their, too, are there. Two Europeans had preceded me on the Borongoros, so there was considerable natural history on tap when I arrived, and we rapidly acquired more. One can't live among snakes without studying them; they insist upon it.

Each evening I killed an hour or so of the monotony by walking up and down the path in front of the bungalow. A big cat was my usual companion. His method of introducing himself to my notice was generally abrupt. He would lie in wait, and as I came along, spring out upon me, alighting against one of my legs. At other times he would lie on his back in the path, and claw at my feet as I passed. One evening I was turning into the path from the bungalow. I felt something soft and yielding against my foot. Thinking it was "Billy," I gave the mass a gentle push. As I shifted the something, I saw a twisting gleam of white, not at all like the soft grey of Billy's fur. Of course I knew what that meant. Jumping back I brought down my walking stick on the twisting thing, and yelled for a light. The servants came running from the cook-house with a lantern, and I saw that I had laid out a most villainous dabo. One touch from the cat-like leg of my foot had been in vain, and within an hour I had been bitten. One of our party had occasion to visit a Mr. Savage, a half-caste landowner on the other side of the island. He went in a boat, and while the coolies were bringing up his traps, went up to the bungalow. He was sitting in a big chair on the verandah, talking to Savage, when he felt something drop from the leaf-roof on his shoulder. Leisurely he started to rise to see what had fallen, when the other man, who had been sitting next to him, checked out. "For God's sake don't move!" he cried. "Dunlop knew what that meant. Suddenly the old man took a Burmese dabo (snake) from his waist, and, like a cat, crept toward the white man, with his head on his shoulder. Within striking distance he paused,

and raised the dabo high in the air to cut the thing in two with one swift downward stroke. Then his nerve, rattled and jugged at for sixty years until it was weak, failed him, and the sword clattered from his numb fingers to the floor. "My God! I can't do it," he whined, in a broken voice; and reeled back against the wall, where he stood staring with weak eyes at the snake and his burden.

Dunlop neither moved nor spoke; his only safety lay in keeping perfectly still—motionless. It might be minutes, or a thousand years; they would have to wait till the boatman came. What would happen then he could not say. He could feel the clinging, pulling thing on his right shoulder. There was an undulating pressure that told him the head of the snake was swaying back and forth just above his neck. Then the song of the Madras boatman as they came swinging along with his luggage, broke upon his ear. These gin-thickened voices, carolling the coarse refrain to the time of the measured trot were angel voices. What would the middle-brained coolies do, he wondered. If Mr. Ally, his trusted servant, saw the thing, it might be well, he had nerve and judgment even close to that of a snake. Mr. Ally was in the lead. When he came to the steps, Savage jerked out an expression that called his attention to the tableau. Gathering his money tight about his loins he slipped along the verandah like a shadow, grasped the fallen dabo, and, poising his black, lithe body for swift, strong stroke, brought the sword through the air with a swishing cut that laid a full-grown cobra in two neat pieces almost at the feet of the man who had waited.

SOME RUSSIAN YARNS ABOUT THE CHINESE WAR.

BY SAMUEL JOHNSON.

From various sources have I gathered the following ideas of Russians about the Chinese War—a terrible muddle, in which expressed views and suppressed information are conspicuous features of course, notably the plausibility of the British troops never thought of such a thing. The French at once returned a few samples of Chinese art, destined by a thoughtless General to adorn the nation museum. The Germans were above suspicion, while nothing could be more impeccable than the attitude of the Japanese under temptation. "The Russians, alone, have been an exception to the honourable rule, according to the newspapers of Europe. "Yes!" clamoured certain organs of public opinion, "we are all spotless except the Russians, and they loot and do other things, which to us are indefensible. The Russian code of morals is not ours, thank goodness!"

My Russian friends pay little heed to all this, but in private conversation they tell me that the troops of every arm and of every nation have looted and plundered without compunction. Most of them looted indiscriminately, and many a gallant warrior burdened himself with bulky articles of little value, which he was glad to drop at the next street corner. Others—a select few, knew what to take and how to keep it. These amateurs went in for small, but costly objects. My Russian friends tell me that the really scientific exponents of this art were classified in the following order—

I.—The Japanese.
II.—The Germans.
III.—The Bengal Blazers.

It would appear that the Japanese were far away the most successful of these art collectors. The Germans were, however, very good and thorough in their methods of acquiring things worth having, as indeed is usually the case; whilst our troops from Bengal, though of marked ability at this work, showed perhaps more zeal than discrimination. I have heard nothing from my Russian friends about what they may have done themselves in the looting line, but they have a very quaint story concerning their German allies, which is worth telling. It seems that the Russians had to turn over a portion of the Summer Palace to a German detachment on starting on an expedition of some kind against the Chinese. Before quitting the palace, the Russians made up a minute inventory of the contents of the buildings which they were about to evacuate, and handed it to the officer commanding the German troops, who replaced them. This catalogue was made out in Russian and in French. When the Russians returned from their expedition and resumed their old quarters, they were astonished to find that the entire contents of these buildings were gone. Even their inventory had gone! The German officer responsible, being interviewed on the subject, expressed his surprise at the imperfect nature of the missing catalogue, which made no allusion to the historical interest of the objects described. This, like certain other lacunae, had been partly filled up by German officers on the spot, and the colonel cheerfully remarked that the experts of Berlin would doubtless be able to complete this interesting task to his satisfaction. The Russian officer was then bowed out with much ceremony, and went to his quarters to read what a German newspaper had to say about the wholesale pilfering and looting carried on by the legions of the Far.

The Russians happened one day to detect an American wandering aimlessly about in the portion of the palace confided to their care. This was against all rules of course, but the American officer explained so plausibly that he had got there without knowing it, through some forgotten and unguarded opening—that the Russian officer of the day quite believed him, but he ordered his visitor to be searched, merely as a matter of form. When, however, the American's pockets were found to be stuffed with the most precious specimens of jade and ivory, gems of all kinds, further enquiry was made into the matter. It was then discovered that the American military tourist had, by some inconceivable concatenation of circumstances, been impelled to drop himself down a chimney, which happened to be there while he was taking a view of the surrounding country from the roof of the palace. Some of the choicest gems in the American's possession were wrapped up in a New York publication setting forth in large print the unparalleled plundering, and the indescribable robberies of the Russian troops in China.

Stories of this kind could be multiplied *ad libitum* at the expense of the soldiers of every country represented in the marvellous operations in China, so it may be of interest to hear what the Russians have to say about other aspects of the war.

Russian officers say that the only serious resistance they encountered in Manchuria, was from Chinese troops under the command of two Englishmen—whose names they give without hesitation. They declare that the Chinese fought extremely well under their English leaders.

All Russian officers returning from the Far East are much impressed with the intimate knowledge possessed by the Japanese of China and its affairs. They alone know their way about in China. A Russian officer was puzzled that the face of a certain Japanese Colonel should appear so familiar to him, until it flashed across his mind that the gallant Colonel was none other than a certain dexterous little Japanese barber, who used to shave the chin and dress the hair of the people about the Russian Legation. The barber-colonel had probably picked up a few

tips, besides those given to him by his Russian customers in actual coin.

Finally, many of the Russians believe that the Powers will ultimately discover that they have embarked on a costly and endless undertaking for the benefit of German trade, and of German trade only. We saw in order that the Germans may reap. We are spending millions of money and some valuable lives in order that we may throw open the gates of China to Germany. And when we consider the feeble and irresponsible attitude of the British Government during this Chinese crisis, who shall say that the Russian view is not the right one!

WINNING THE RUBBER.

In Singapore they had always called the four hundred acres of dry, brown earth "The Estate," knowing that none could betray him, the proprietor and his nearest neighbour, the coffee-planter. Ignorance in the club as to its condition and often as to its exact situation had passed the term without a give. On "the estate" itself I wondered at the owners' audacity.

There was a claimant to the land, whom it was necessary to fight continually. Possessed of ancient title-deeds, vigorous and crafty, the jungle struggled incessantly to regain the clearing. Half-burnt logs and trunks lay fallen to the ground upon every side. And ever I heard the crash of falling timber as yet another tree was hewn from the jungle's ranks. But for these and the repeated cries of the wail-wah smoothing his silky brown coat with his long arms, nothing disturbed the desperate, intolerant silence of the Malay forest. One blessed the shrill monotonous of the monkey, while one wearied of them. On three sides of the clearing the jungle was drawn up in battle array, on the fourth a mud-coloured river ran past a small wooden pier and my host's bungalow.

The coffee-planter joined us at my first breakfast upon the estate. Rather to meet his expectations than flatter my host, I praised our surroundings cheerfully.

The proprietor endeavoured to conceal his vanity, and failed completely. "The shanty cost me nine hundred dollars to build," he said, "or say—forty-five pounds. Put it briefly thus: 'Jungle timber, timber planks, planks maisonette.'"

"I should call it a villa," I suggested. The remark was not appreciated.

"Even the windows," our host continued, "are home-glazed with the glass tops of rubber plant boxes." One might have credited many origins to the windows, though the coffee-planter asserted that, given sufficient soap and water, one might see through their charming aspect of the jungle.

After breakfast we leisurely surveyed the estate, a procedure that delighted them always. At one spot half a dozen Chinamen transformed the land into a kitchen garden. A little further we encountered a company of Malays pegging out the ground for the young rubber plants. Sons of still another country, Japanese coolies, laboured close by upon following out a drain. They worked under contract, and their exertions in the moist heat were heroic. A pressure of the spade, a clever turn of the wrist, and instantly a cloud of black mud lay deposited high about them. To slums of London know no labour so arduous as theirs. From the Japanese we returned to the bungalow and bottles of tepid beer. "With each loose cork the coffee-planter grew more optimistic regarding the future of his produce. "Brazil," he said, "is played out. Two years, hence coffee will fetch forty dollars a picul. If I can but hold out till then!" he added, wistfully.

There lay the rub. Debts increased daily. Bankers would not be wheedled into granting fresh loans. Luxury was unknown. Tobacco had replaced now very costly cigars. Meat meant always an ill-conditioned fowl; a holiday jaunt a trip upon the "Sapho" to Singapore. A journey to the moon was as feasible as a visit to the old country. "Tida ap," they muttered often enough with the Malays, but it was a very sour "Never mind." And in spite of all, they managed to play very respectable cricket.

The warm beer palled, and we sauntered abroad again, this time to see a small fire. Twenty of the Japanese moved before us in a straight line under the terrible sun. Each carried a can of kerosene and some lucifers. The oil was sprinkled upon the lumber, and soon a little flame showed that the jungle was alight. Half an hour later a roar of fire under a canopy of smoke satisfied our host that the burn was progressing satisfactorily. So we returned to the innipid beer.

Enthusiasm reigned inside the bungalow, thenceforth until my departure in the middle of an inopportune rain squall. As I parted from them I almost wished myself a planter.

"The two years of the coffee-planter's anxiety are passed; and in the Far East somewhere he hawks coffee utensils around the City. Of the rubber planter one hears nothing; but his friend, tramping daily from St. Paul's to the Tower and back again hopes always to hear some day that his struggles have proved victorious.—Full Mall Gazette.

To be Let.

TO LET.
NO. 1, STEWART TERRACE—THE PEAK.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [709c]

TO LET.
GODOWN—NO. 5A, DUNDRELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [822c]

TO LET.
A HOUSE IN RIVON TERRACE.
Apply to
"THE RETREAT" MOUNT KELLY.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [2000c]

TO LET.
SHOP OR OFFICE AND TOP FLOOR, of NO. 70, QUEEN'S ROAD CENTRAL.
For Particulars, apply to
THE MEDICAL HALL.
Hongkong, 24th August, 1901. [1911c]

TO LET.
(From 1st August next)
NO. 3, ORMSBY TERRACE—KOWLOON.
Apply to
PUN HUNG,
85, Queen's Road Central.
Hongkong, 17th July, 1901. [7610c]

TO LET.
POSSESSION FROM SEPTEMBER, "THE CASTLE" ON CASTLE ROAD.
Apply to
NO. 1, DEYOUNG TERRACE.
Hongkong, 29th August, 1901. [1940c]

Shipping.

STEAMER.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE.
Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the
GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship
"MOYUNE"
Tons 4,646.
is due here on 6th September, and will have quick despatch.
For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 29th August, 1901. [915c]

SAILING VESSELS.
FOR NEW YORK.
THE 3/3 A. I. American ship
"I. F. CHAPMAN"
having arrived is now ready to load for the above Port and will have quick despatch.
For Freight, apply to
ARNOLD, KARBURG & Co.
Hoboken, 12th August, 1901. [698c]

FOR NEW YORK.
THE 3/3 A. I. American ship
"MANUEL LLAGUNA,"
will load during September and October, sailing about 25th October.
For Freight, apply to
SHEWAN, TOMES & CO.
Hongkong, 8th July, 1901. [737c]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "BRAEMAR," YOKO-HAMA, MOI, VLADIVOSTOK AND PORT ARTHUR.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.
Hongkong, 26th August, 1901. [4]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., S.S. *Himalaya* and *Malta*.
From Australia, &c., S.S. *Britannia*.
From Persian Gulf, &c., B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 5th September, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.
Hongkong, 29th August, 1901. [18]

Occidental and Oriental Steamship Company.
NOTICE
CONSIGNEES OF CARGO per Steamship "C. OPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.
Hongkong, 30th August, 1901. [2]

Notice of Firm.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.
NOTICE.

DURING MY TEMPORARY ABSENCE from the Colony, Mr. R. J. MACGOWAN will act as SECRETARY of the above Company.

By Order of the Board of Directors, EDWARD OSBORNE, Secretary.
Hongkong, 28th August, 1901. [932c]

Insurances.

"L'UNION."
FIRE INSURANCE COMPANY, LD.
(Established 1828).

The Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.
Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1891. [114]

Auctions.

GOVERNMENT NOTIFICATION.

No. 448.
The following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,
the 2nd day of September, 1901, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 15th August, 1901. [915c]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of September, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Four Lots of CROWN LAND, at Tai Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

Registry No. Locality. Boundary Measurements. Contents in Square feet. Annual Rent. Upset Price.

Kowloon Island Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

GOVERNMENT NOTIFICATION.
No. 447.
The following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,
the 2nd day of September, 1901, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 10th August, 1901. [916c]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of September, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Registry No. Locality. Boundary Measurements. Contents in Square feet. Annual Rent. Upset Price.

Kennedy Road Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

LABUAN.
The Colony of Labuan will be included in the British North Borneo Farms for Opium, Spirits and Pawn-broking.
Sandakan, 8th July, 1901. [844c]

HONGKONG CRICKET CLUB.
THE ANNUAL GENERAL MEETING of the HONGKONG CRICKET CLUB will be held in the CRICKET CLUB PAVILION, on MONDAY, the 9th September, at 1.15 P.M.

P. A. COX, Honorary Secretary.
Hongkong, 28th August, 1901. [930c]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 30th June, 1901, on or before the 10th Sept, on which date the Accounts will be CLOSED.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.
Hongkong, 22nd August, 1901. [901c]

NOTICE.
MR. C. E. WARREN begs to inform his numerous Customers that he has REMOVED his Office to more commodious Premises at WYNDHAM STREET (Opposite to the CLUB GERMANIA) on the 1st August next. Hongkong, 23rd July, 1901. [780c]

JUST RECEIVED.
FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.
Apply to
G. GIRAULT,
Hongkong, 20th August, 1901. [649c]

BELILIOS PUBLIC SCHOOL.
THE above School will Re-open on MONDAY next, September 2nd.
Hours from 6.30 A.M. to 3.30 P.M.
Hongkong, 19th August, 1901. [939c]

NOTICE OF REMOVAL.
I BEG to inform my Patrons and Public Generally that I have REMOVED Stores from No. 13 to No. 5, D'AGUIAR STREET.
H. RUTTONJEE,
Hongkong, 27th April, 1900. [154]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
RASTMAN'S KODAKS AND FILMS.
Sole Agents for CLEMENTS' WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
QUEEN'S ROAD, WINDMILL BUILDING.

Sanitas Disinfecting Fluid.
COLLAPSE, FEVER, DYSENTERY, AND ALL POISONOUS AFFECTIONS.
ALSO POWDER, SOAPS, EMBROIDERED, &c.

"HOW TO DISINFECT" BOOK, with full instructions for the use of Sanitas Disinfecting Fluid, and also a list of the various diseases and their treatment.

THE ROBINSON PIANO CO.
COTTAGE PIANO by BORN of PARIS. Three years old, in Excellent Condition. For Price, &c., apply to
THE ROBINSON PIANO CO.
Hongkong, 27th May, 1901. [161c]

SEVERAL MODERN BOOKS on Engineering Subjects.
For List, apply to "STEAM,"
C/o The Hongkong Telegraph,
Hongkong, 10th August, 1901. [101c]

FOR SALE, CHEAP.
A COTTAGE PIANO by BORN of PARIS. Three years old, in Excellent Condition. For Price, &c., apply to
THE ROBINSON PIANO CO.
Hongkong, 27th May, 1901. [161c]

